



# THE HIGHWAY



VOLUME 2 — NO. 2

TRENTON, NEW JERSEY

SEPTEMBER, 1943

## HIGHWAY PILOT IN FATAL CRASH

Lt. Reed Among Victims of Texas Disaster

On Thursday, August 19th, the Highway Department was shocked to learn that one of its own boys, Lieutenant Robert M. Reed, son of Acting State Highway Engineer E. E. Reed, was among the twelve Army airmen who had been killed the day before in the flaming crash of a heavy bomber near Briggs Field, El Paso, Texas.

Lieutenant Reed, who before his enlistment had been employed by both the Electrical and Safety Education Divisions of the Department, was commissioned in July and had recently spent several days in Trenton enroute to his last assignment. At that time he had passed many pleasant hours renewing friendships throughout the Department.

Possessed of a quiet, likeable manner, Bob Reed readily made friends, and it was to capitalize this ability that he was transferred from drafting with the Electrical Division, of which he was one of the first members, to Safety Education. In this latter position he ably represented the Department at exhibits and with the motion picture "For Safety's Sake."

Bob was born in Trenton on March 29th, 1916, and attended Trenton public schools before enrolling at Lawrenceville Academy. His academic training was followed by a technical course in land surveying and drafting at the School of Industrial Arts in Trenton.

Following graduation from this school, he engaged in surveying with private engineering concerns until joining the forces of the Highway Department in February 1938 as a draftsman on lighting installations.

During the time Bob was associated with safety education work, he traveled thousands of miles throughout New Jersey's twenty-one counties and appeared before all types of gatherings. Because of his deep interest in this work and a pleasant personality, he was instrumental in making thousands of friends for the State Highway Department. His loss will long be felt and THE HIGHWAY, speaking for the men and women of this Department, extends to Mr. and Mrs. Reed, a sister, Doris F., and a brother, Arthur P., our deepest sympathies.



Recent photograph of Lt. Reed and father E. E. Reed

## Suggestion Box To Be Handled By Committee

For the first time in the history of the State Highway Department employees are destined to play an active part in the conduct of a departmental function. On August 11th, Commissioner Miller appointed an Employee-Management Committee for the purpose of improving the procedure of handling contributions to the Suggestion Box and of determining whether they are worthy of adoption by the Department.

The Committee is composed of Arthur J. Lichtenberg, Chairman of the Ten Year Club Welfare Committee; T. Willard Emmons, Chief Mechanic; Fred C. Claus, Location Engineer, and W. Carman Davis, Editor of THE HIGHWAY, representing the employees. The Management representatives are E. V. Connett, Administrative Assistant; James L. Hays, Electrical Engineer, and Alex W. Muir, Superintendent of Maintenance. Mr. Lichtenberg will serve as Committee Chairman and Mr. Davis as Secretary.

### Names To Be Withheld

The suggestions will, as heretofore, be sent to The Suggestion Box. Upon receipt, all suggestions will be typed upon a standard form, identified only by a number, and sent to each member of the Committee. At frequent intervals the committee will meet for the purpose of collectively studying these suggestions. From time to time various members of the Department will be called upon to render expert advice or criticism. In no case will the person submitting the suggestion be known to any member of the Committee aside from the Secretary.

In the February issue of THE HIGHWAY, Commissioner Miller  
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## Credit Union Growing Rapidly

The credit union recently formed by Highway employees in the Trenton area is growing at a rate that far exceeds even the most optimistic estimate of its sponsors. Not only have many persons realized the importance of this form of savings, but an equally large group have availed themselves of the opportunity of borrowing at low interest rates.

The history of this credit union to date is but another evidence of the cooperative spirit of Highwaymen and their willingness to work together for the common good.

## Plan Post War Construction

Engineers Meet to Discuss Peacetime Program

"The real cost in building up a community is the cost of non-planning." These wise words were spoken by the late Senator Dwight W. Morrow, one of the ablest statesmen of our time, to the Engineers Club of Trenton shortly before his death. It still remains a profoundly true observation.

Planning is an important function of any community; it is a vital part of the engineering responsibility of the Highway Department. Indeed, wise and sound planning is the very condition of sound construction and efficient maintenance of a highway system.

The conception of planning has been the subject of much discussion and not a little ridicule in recent months. The reason for it is not hard to discover. The confusion arises out of the use of the word to mean quite different things. There is, for example, quite a marked difference between a planned society and a planning society. The former represents Utopia; the latter the sound practice of a growing community. To the engineer planning is one of the basic techniques of sound construction. It is the method of bringing the discipline of field study, past experience and scientific knowledge, plus imagination to bear on a particular problem. It is, at the same time, an attempt to forecast future trends and needs and then create efficient designs to meet those needs. Planning will be as good or as bad as the capacity and training of the men who do the planning.

Recently I invited the Heads of the Planning and Survey Division of the State Highway Department to meet with me and discuss our plans for the post war period. I undertook to impress upon the leaders of the district offices and various divisions about the State of the growing urgency for completing plans which will enable the State Highway Department to provide a large amount of necessary public construction at the termination of hostilities. The initial response was most encouraging. These men who make the designs for our roads and our bridges occupy a very strategic part in the planning of our post war program. They are laying the foundation for tomorrow's highway system; they are doing more, they are helping to provide the plans for the development of a public construction program which will aid in the conversion from a war to a peacetime economy.

Each of us in the Department, whether in the Construction, Electrical, Maintenance, Equipment, Projects or Administration Division, has the task of asking ourselves are we doing our utmost now to be planning against the post war period. The State Highway Department is destined to play a very important part in the post war era; it is equally important that we should be prepared to discharge our function promptly and efficiently with well considered and detail plans.

Spencer Miller, Jr.  
State Highway Commissioner.

## Fishing Tackle Being Sought For Servicemen

Highwaymen in all sections of the State are being afforded an opportunity to do their bit for the men now fighting across the seas. A program of national proportions is being organized under the direction of Mr. Harlan Major, well known authority on fishing, which has for its purpose the supplying of fishing tackle to our soldiers on foreign battle fronts.

Several Highwaymen, including E. V. Connett and Frank Devereux, have become interested in this project and feel that Highway employees might desire to take part in such a program.

As has been explained by Mr. Major, the waters adjacent to the localities where many Americans are now stationed teem with fish of all kinds. Because of the unavailability of tackle, the sport of catching these denizens of the deep cannot be enjoyed by our fighting men during their hours of relaxation.

Many examples exist where men have actually waited hours for the  
(Continued on Page 2)

## 12-Week Course In Soil Mechanics Scheduled for Fall

Princeton University's School of Engineering will offer a free evening course in "Soil Mechanics As Applied To Airport And Highway Engineering" at the State House Annex beginning Monday, September 27th, 1943. Classes will be held each Monday and Wednesday evenings from 7:00 to 9:30 and will continue for a period of twelve weeks.

The purpose of this course is to provide instruction for practicing engineers in the principles of SOIL MECHANICS and in related subjects as applied to the design and construction of airports and highways.

Applicants for the course should have completed three years of engineering college or have the equivalent in training and experience. No college credits will be given for this course, but a certificate will be awarded upon satisfactory completion of the instruction period.

Complete information regarding instruction methods, subjects treat-  
(Continued on Page 2)

## Cucinotta Reported Safe in England

Returns to Base After Being Shot Down

Staff Sergeant Anthony J. Cucinotta, who was officially reported missing in action following a bombing raid over France, has recently cabled his mother that he is not only safe, but has been able to make his way back to England where he has rejoined his command. Because of censorship, the details of this outstanding exploit will



STAFF SGT. CUCINOTTA

have to wait until after the war for complete telling. However, it may be said at this time that not only Cucinotta, but several members of his Fortress crew have reported for duty at their English base after being shot down over Northern France and spending some time in Europe.

Sergeant Cucinotta, a member of the Air Corps since January, 1942, is a waist gunner in a B-17 Flying Fortress and has seen a lot of action since leaving the Highway Department. At present he is one of three brothers who are now serving their country. Their parents, Mr. and Mrs. Samuel Cucinotta, reside in Trenton.

THE HIGHWAY sends to this valiant member of our fighting forces the heartiest congratulations of all and trusts that many will take this opportunity to write to Tony at the following address: Staff Sergeant Anthony J. Cucinotta, 546 Bombing Squadron, 384 Bombing Group, APO 634, New York City.

## RINDS CLUE IN MELON THEFT

The following clipping, featuring Frank Carfagno of the Pleasantville office, was recently nationally syndicated by the A. P.

OCEAN CITY, N. J., Aug. 29.—Figuring that thieves who stole 10 watermelons from the victory garden of Frank Carfagno, 3d st. and Central avenue, yesterday, would have to dispose of the rinds. Patrolman William Spruill sniffed along back alleys early today until he came to a garbage can loaded with rinds.

Spruill was a bit dubious when he found the remains had come from a law-abiding sorority house, but when he questioned the girls, he was told the melons were given them by four young boys. To clear themselves, the girls helped the police find the melon menders, who promptly confessed.

Police Judge Howard Warren ordered the boys, all under 16, to reimburse Carfagno, and warned them to cease their "altruistic thefts."

## Form Department Bowling League

Warren C. Oldham, Inspector of the Maintenance Division, is a bowling enthusiast from way back. His enthusiasm for the game is such that he could see no logical reason why there were not enough bowlers in the Highway Department to start a league composed entirely of our employees. Arriving at this conclusion, Warren started out to sell his idea, with the result that such a league has been formed.

Representatives of Fernwood, Administration, Laboratory, Construction, Electrical and Projects have rounded up enough players to launch a six team league in the immediate future. Invitations have been sent to all field offices to enter teams, but it looks as if transportation difficulties will make such participation impossible.

Bowlers from some divisions, not represented by teams, have been invited to join the teams already formed, so there will be some instances of a man playing with a division other than that in which he is employed.

Frank Dunn of Administration has been elected temporary president pending an election of a permanent president, and has also been entrusted with the task of drawing up rules which will govern the league.

BACK THE ATTACK —  
BUY WAR BONDS



# THE HIGHWAY

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W. CARMAN DAVIS, Editor

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## A BIG STEP FORWARD

As a result of a statewide survey recently completed by the Electrical Division, a reclassification of State Highway drawbridges has been approved by the Civil Service Commission and is now in the process of being put into effect at the earliest possible date. This reclassification of bridges will also result in the reclassification of the bridge operating personnel, with further opportunity being afforded these men of obtaining advancement within their own particular sections of the State.

Heretofore, the only classified bridges in the entire State Highway system were the Wittenburg Bridge (Rt. 10), Hackensack River Bridge (Rt. 25M), and Passaic River Bridge (Rt. 25M), which were designated as "Metropolitan District." On these three bridges the operating personnel consisted of Chief Operators, Asst. Chief Operators, Operators and Attendants. The remaining thirty bridges were operated by Operators and Attendants.

Under this system, which had little to recommend it, it was often necessary for a man to move from one section of the State to another in order to obtain advancement, since no bridge in his vicinity employed personnel with higher rating than Attendant.

To arrive at a scientific classification of all bridges, James L. Hays, Electrical Engineer in charge of the Electrical Division, conducted an exhaustive survey to determine a schedule of "basic characteristics of drawbridges." In this survey such factors as the number of openings, operation characteristics, main horsepower, volume of highway traffic, valuation of operating machinery, valuation of draw span, yearly maintenance cost, percent of commercial highway traffic, percent of commercial marine traffic, location of bridge, and personnel per shift were considered.

In order to correctly evaluate the results of this survey, each characteristic was classified as A, B, C, etc., and each letter weighted. This resulted in a total point valuation of each bridge and a personnel assignment made up of the following:

Class I Bridges—Chief Operator  
Asst. Chief Operator  
Operator, Grade I  
Attendant, Grade I

Class II Bridges—Operator, Grade II  
Attendant, Grade II

Class III Bridges—Operator, Grade III  
Attendant, Grade III

(Inland Waterway only.)

Individual classification of drawbridges resulting from this survey are as follows:

BRIDGE	CLASS I	LOCATION
Raritan (Victory)		Perth Amboy
Cooper River		Camden
Hackensack, Rt. 25M		Kearny
Passaic River		Newark
Hackensack, Rt. 10 (Wittenburg)		Jersey City
CLASS II		
Hackensack, Rt. 3		Secaucus
Shark River, Rt. 4N		Belmar
Hackensack, Rt. 6E		Little Ferry
Manasquan, Rt. 35		Point Pleasant
Shark River, Rt. 35		Belmar
Shrewsbury River		Highlands
Ocean City		Ocean City
CLASS III		
Rancocas Creek		Bridgeboro
Manasquan, Rt. 34		Manasquan
Inland Waterway		Point Pleasant
Oldman's Creek		Nortonville
Raccoon Creek		Bridgeport
Mantua Creek		Paulsboro
Mullica River		Smithville
Bass River		New Gretna
Woodbury Creek		Woodbury
Cohansey River		Bridgeport
Maurice River		Millville
Tuckahoe River		Tuckahoe
Island Heights		Island Heights
Manahawkin		Manahawkin
Somers Point		Somers Point
Lovelandtown Canal		Lovelandtown
Alloways Creek (Hand)		Quinton
Nacote Creek (Hand)		Smithville
Matawan Creek (No boats)		Keyport
Manantico Creek (No boats)		Millville
Cheesequake (Building)		Morgan
Hudson-Manhattan, Rt. 25A Detour		Newark

In keeping with the reclassification of drawbridges, a modification of personnel classifications and salary ranges has been approved and is now being worked out as follows:

PROPOSED CLASSIFICATION	PROPOSED BASIC C. S. C. SALARY	PROPOSED ADJUSTED C. S. C. SALARY (Chpt. 124, P.L.1934)*
Chief Operator	\$218.33 — \$248.33	\$235.00 — \$265.00
Asst. Chief Operator	193.33 — 218.33	210.00 — 235.00
Operator, Grade I	160.00 — 183.33	176.00 — 210.00
Operator, Grade II	120.00 — 163.33	132.00 — 185.00
Attendant, Grade I	120.00 — 160.00	132.00 — 176.00
Operator, Grade III	100.00 — 120.00	110.00 — 132.00
Attendant, Grade II	100.00 — 120.00	110.00 — 132.00

\*Exclusive War Bonus

In view of the obvious inconsistencies arising in the past because of a lack of proper classification of our drawbridges and their operating personnel, this reclassification should be welcomed as a big step forward, since it offers a most logical solution to a situation that has long needed correcting.

Our heartiest congratulations to James L. Hays and his able associates and to Commissioner Miller, Mr. Connert and the Civil Service Commission for their endorsement of a most sensible program.

## Highway Honor Roll



The following is the list of those entering the Armed Forces of the United States since the last issue of THE HIGHWAY.

Construction	
Summers, John	Army
Kauffman, William J.	Army
Electrical	
Ranson, Edwin A.	Navy
Laboratory	
Baumann, Edward J.	Army
Maintenance	
Carl, Horace	Army
Emerick, Harold	Navy
Garibaldi, Dominick	Navy
Pointek, Steve	Army
Van Zandt, Leon	Army
Projects	
Deacon, Frank J.	Army

## News From the Boys In the Service

We learn that Kenneth Fish who entered the Service in September, 1941, has been promoted to the rank of Captain and is now taking a three month's course at Fort Sill, Oklahoma, where he recently ran into Lt. Col. Charles Dickenson, also of Maintenance. Captain Fish has a year-old daughter, whom he has not yet seen.



CHAS. W. KENYON

Another Highwayman who is making his mark in the service is Major Charles W. Kenyon, Hq. A.P.O. 470, Camp Claiborne, La. Charlie, who before entering the service was associated with B.I. Van Breeman in the development of reflecting curb, joints, etc., has been a Reserve Officer since 1931. In 1939 he graduated from the Infantry School at Fort Benning, Ga., and was assigned to the 309th Infantry. After serving for 19 months at the Executive Office at Fort Dix, Kenyon was sent to Benning for more training and then to several other Camps on various assignments.

Add another commissioned officer to the large list already representing the Highway Department in all parts of the world. Joseph J. DePuglio sends word that he is now a 2nd Lieut. in the Air Corps. Lt. DePuglio is on Military Leave from the office of H. D. Robbins.

## 12 Week Course Scheduled for Fall

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ed, and list of instructors may be had by writing for mimeographed leaflet to Mr. Harold W. Giffin, Engineer of Survey and Plans, State House Annex, Trenton, New Jersey.

## TWO HIGHWAY GOBS



CHAS. W. WALKER

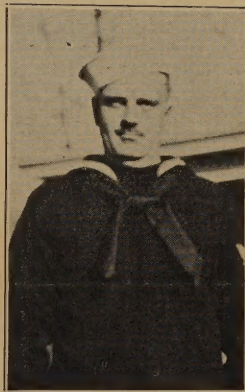
Yeoman 3rd Class Charles W. Walker, of Paymaster Clyde Case's office was a recent visitor while on furlough from his duties with the Coast Guard at Truro, Mass. Charlie is about thirty pounds heavier than when he left the Highway and hard as nails.



JAMES KONDAS

Another young Highwayman who found time to drop in and say hello is James Kondas, home on furlough from the Naval Training Station at Newport, R. I. Jim is engaged in office work dealing with insurance and family allowances.

## SOUTH JERSEY SEA-BEES



WM. WALMSLEY

Leland Buzzy of the Pleasantville Office sends a recent letter received from William Walmsley, now in the Aleutians. Bill says, "Well, I got up early this morning (July 4th) and had a lot of fun shooting off my firecrackers. . . . This place is really pretty now, with nice green mountain sides loaded with flowers and the white snow on top. But I guess that winter is not far off by the feel of the weather." We are not sure of Bill's latest rating but at last reports he could be reached as: C. M. 1st Class, William Walmsley, Navy 8170 c/o Fleet Post Office, San Francisco, Calif.



A. R. HEINTZE

Chief Petty Officer A. R. Heintze, on leave from his inspection duties with the Southern Construction Division, is back in the U. S. after a lengthy stay in the Aleutian Islands. While there he spent much time with Highwaymen, Dallas, Higgins, McGuinnis, Teegen, Paul and Walmsley, and reports that they are all doing a first class job. A. R. H. is now on his way to California where he will be assigned to a new Construction Battalion. He has just completed his first year of service in the Sea-Bees and is looking forward to a European assignment.

## Fishing Tackle For Servicemen

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privilege of using the one line that some fortunate servicemen have been able to obtain.

Mr. Major feels, and rightly so, that several million fishing lines and other tackle are lying idle for the duration and that the owners of this equipment would be more than happy to have the opportunity of sending this equipment to servicemen.

Due to lack of shipping space, no rods, reels or sinker (leads) can be accepted, but lines (in any condition) lures of all types, swivels, hooks and leaders are more than welcome.

If you happen to have any such equipment, whether salt water or fresh, it can make some soldier, sailor or marine happy. Turn it in to any Highway field office, garage or maintenance depot and it will find its way to the fighting fronts of the world. All equipment will be serviced before shipment, so don't be too particular about the condition. It can all be used.

Servicemen — When in Trenton please drop in to say hello and let us take your picture for THE HIGHWAY.

## Writes 10-foot Letter



JOS. G. MUMOLIE

Sgt. Joseph G. Mumolie—who wrote a ten foot letter to his friends in the Laboratory—dropped in the other day to say that he actually was made a Sgt. by the time he had finished with it. Joe is the Finance Clerk of his squadron which is stationed in Tonoaph, Nev.



## PROJECTS PARAGRAPHS

E. L. Meyers

Frank J. Deacon is the twenty-third member of the Projects Division to be called into military service.

Frank formerly worked in Mr. Harris' office but for the past two years has been working in South Jersey as a construction inspector. He lives in Toms River, is married and has one child.

Lt. George Packer sends word from Fort Dix that he is now married and is looking for an apartment in Trenton. We wish him the best of luck in both ventures.

Commander Guido Forster gives his latest address as:

Comdr. G. F. Forster  
Staff, Comdr. Destroyers  
U. S. Atlantic Fleet  
c/o Fleet P. O.  
New York, N. Y.

Word has come from Capt. Frank Higgins, with the 349th Engineers in Alaska, that Lt. Paul Davis has developed a kidney condition and is being returned to the States.

We hope it's not so serious that a few weeks back home won't put Paul in first class condition again.

Warrant Officers Ernest Topping and Sam Hann report from the Seabee Training School at Camp Peary, Va., that the training is quite comprehensive and very tough, and that the classroom work is interesting and enlightening but in such quantities as to make it impossible to remember more than half of it. We're glad to hear that both of them like it.

John Houman is home from Alaska again after working a couple of months on the Alcan Highway.

Congratulations to Frank Harris for placing number one on the list for the job which he now holds, that of Assistant Supervisor of State Aid Projects.

## EQUIPMENT ITEMS

James O'Rourke

Bill Moran is kept busy denying the reports that he is the lucky man who recently wed one of the ladies in the Auditing office. Bill, a confirmed bachelor, still prides himself on maintaining his freedom.

Russ Cook, Jr., is apparently following in his dad's footsteps. Recently he was assigned to storekeepers school at Benbridge, Md., where he is serving with the Navy. Incidentally, Russ, Sr., is one of the Fernwood group who donated blood to Dick Hassel, who is still very ill in Mercer Hospital, Trenton.

Disappointment was written on the faces of both Frank Devereux and Artie Lutz upon returning from their vacations. Artie went to Buffalo and Frank to Maine. Each was armed with the necessary permits to make the trip by car, and secretly they hoped they might be stopped enroute, if only to show their credentials. No such luck awaited them, however, and both made the round trips without even passing notice by the authorities. This reminds us that we have heard practically nothing of the Maine fishing since Frank's return. How about it fellow?

Pfc. Jack Boulden, whose poem appears elsewhere, is one of the Fernwood boys who has seen a lot of action. We don't know just how much, but we do know that he was commended for his part in the January offensive in New Guinea and that he is still there in the thick of things. Jack receives THE HIGHWAY regularly and says, "Keep it coming, it's swell."

## Some Traffic — Eh?

In March, 1910, Mr. Briscoe, president of the U. S. Motor Company, said, "This year it is conservatively estimated that 200,000 cars will be made, at an average cost of \$1,200. There are now approximately 250,000 cars in daily use in America. As one looks back over twelve years in the motor car business and compares it to the gigantic industry of today (1912) one is fairly staggered."

## Administration Division

ARTHUR EGAN

The Administration Division has entered a team in the newly formed State Highway bowling league. Here's to a most successful season and top honors. The members of this team will be Warren Oldham, Tony Kuhn, Frank Matzer, Frank Gephart, Gene Palmer, Kenneth Rice, Frank Kimble and Carman Davis.

The South Jersey rainmaker who offered to produce showers at the rate of \$500.00 each, has a competitor in the person of Tillie Biel-tson of the Cost Dept. Tillie has become so expert that she frequently has rain falling on certain parts of the building only.

Members of the Accounting Division played host to Irving Schmidt at a recent dinner following his marriage to Miss Frances Abrams of Newark. Charles Hurley acted as toastmaster while Marvin Howell was the principal speaker. Others in attendance included Elgin Mayer, John Moore, Otto Peterson, Earl Hankinson, Arthur Egan, Edward McElroy, Margaret Leuchters, Evelyn Maley, Helen Disbrow, Mabel Beans, Frank Kimble, William Ward, Harry Hill, Charles Ahr and Rizziero Cintia. Entertainment was presented by the two Eddies, Hill and McElroy. The surprise of the evening came when the usually loquacious Mr. Schmidt when called upon to say a few words found himself utterly speechless for the first time in his life.

Chatter: Ann Ludwig, Frank Dunn and Frank Tokewitz back from Wildwood vacations. . . Evelyn Maley vacationing in New York. . . Frank Pollock spending time in both Atlantic City and New York. . . Harry Hill utilizing his vacation harvesting the VG and helping the Mrs. put it into jars for next winter's use. . . Clyde Case has opened his bungalow at Gilford Park for the remainder of the season. Harold Rice has just finished part of his vacation boating, fishing and swimming in Shark River. . . Mr. Eugene V. Connett is joining his family at Newport. . . Cliff Wear, our mileage director, is vacationing. Kenneth Rice, Cyrus Card and their families spent an enjoyable vacation at Ship Bottom. Familiar early morning observation—Mr. Grover and his Crossly car coming in the side drive. . . The boys in Mr. Howell's office report Harold Palmer doing New York City and vicinity in recreation time. . . Commissioner Miller often relaxes with a stroll through the park at lunch time. . . Charles

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## Suggestion Box To Be Handled By Committee

(Continued from Page 1)

stated, "We are eager to fashion a Department in which men and women will be happy in their work; we want to encourage creative suggestions among all employees of the State Highway Department. New ideas come to all of us as we work. We learn as we work. We discover new ways to improve our work or that of our Department. When such ideas are passed on they frequently form the basis of a new departmental policy."

## Many Suggestions Adopted

Because many have come forward with ideas since this original invitation was extended by the Commissioner, it has been possible to adopt many suggestions as standard procedure or practice since that date.

In speaking of the desire of Division heads to receive suggestions from various sources, Mr. Muir said, "There is not the slightest doubt that many worthwhile ideas now employed throughout the Highway Department have come from the men in the ranks."

"We of the Maintenance Division have always encouraged our men to come forward with suggestions of all types, and I feel that this is the spirit which prevails throughout the entire Department. There is no doubt in my mind that the Suggestion Box is a fine thing and employees everywhere should take advantage of this opportunity to send in definite suggestions whereby existing practice and procedure may be improved."

## THIS IS HOW THEY LOOKED IN 1924



Back in 1924 the above members of the Auditing Division brushed their hair, straightened their ties and had their picture taken. Three of these fellows, grouped in the center, are still with us and look about the same today as they did nineteen years ago. They are (l. to r.) Cyrus Card, Grover Jemison and Harold Rice. On the left is Edward J. Sutterly who was the first President of the Ten Year Club and who died in 1939, while the gentleman on the right is Ted Tams who severed relations with the Department soon after this picture was taken.

It was this group that was largely instrumental in forming the Ten Year Club, which since that date has expanded from a nucleus of twenty-five charter members in 1930 to seven hundred and fifty in 1943. A second member of the above group, Cy Card, subsequently became president of this organization in 1940.

## CONSTRUCTION COMMENTS

—Fred C. Claus

In order to get a more comprehensive picture of the activities of our men in the large Construction Division, the Editor has requested Mr. Fred Claus, Location Engineer, to act as coordinator for such items as may be sent from the various sections of the State. It is hoped through the medium of this column that construction men everywhere will be enabled to keep abreast of the doings of each other.

Frank Bird, Auditor for the Northern Division is recuperating in his home at Hillside following a siege of pneumonia. We are all rooting for a speedy and complete recovery.

## Doing His Bit



HAROLD KETTLEWOOD

Harold Kettlewood of the Montclair office took a ten acre tract at Pompton Plains ten years ago. Since that time he has gradually developed a gardening and chicken business which not only provides for his family but materially adds to Harold's income. All buildings on the place, except the house, were built by Kettlewood himself. In fact, he boasts of the fact that his entire output for labor to date is \$3.60. The buildings he has constructed include a brooder house, large garage and greenhouse.

This year Harold plowed up 32 victory gardens on the place and turned them over to the neighbors. A son, James, is now serving in the Artillery. It looks as if Kettlewood and his wife are also serving. Congratulations.

John McKenzie of the Newark Office, Survey and Plans, has gone to Illinois for his forthcoming marriage. This, by the way, will be John's second venture into matrimony and he carries with him the congratulations of all.

Vernon Dittig sends a card to

say that he has arrived in Alaska for his part on the Alcan Highway job. Reports that the mosquitoes are too friendly and there are lots of bears and wolves.

George Oakes is reported stationed "somewhere in the South Pacific," while Sgt. William Bloss is now stationed in England. Letters addressed to 329th Service Squadron, APO 634, Postmaster, New York City.

Stephen C. Bubier was honorably discharged from the Anti-Aircraft Division of the Army some time back and is back, a better engineer for his experiences.

A seven pound boy was born to Mr. and Mrs. J. Siddons Neville on August 5th. Sid immediately took his vacation to help around the house. An older son, Joseph, is about ready to enter the Navy. The baby has been named William Siddons.

Dudley Demarest is now a corporal with the Air Corps at Romulus Field, Detroit.

John Machett is back from a week's fishing trip in Canada where he visited lakes and streams in the Thousand Islands section with good results.

Vacations in the Montclair office covered a wide variety of recreational activities. Jack Whitehead and family visited relatives in Penna. . . T. R. Dearman attended the wedding of a sister in Virginia. . . Howard Rigby and John Lincoln turned nautical and spent part of their time with their families on a boat trip up the Hudson. . . Larry Kavanaugh enjoyed the sea breezes at Spring Lake, while Tony Fuca tried his hand at crabbing in local waters with not too much success.

Alex Cohen of the Trenton offices is receiving congratulations upon the arrival of a second daughter, Eileen, born on August 19th. Both mother and daughter are doing fine.

Our sympathies are extended to Stacy G. Fine, who for more than twenty years has had charge of the plan files in Trenton, upon the death of his mother on August 26. Mrs. Fine, who was eighty, succumbed following a brief illness.

## Good Connections

Elgin Mayer's oldest son, Bob, received a furlough from his base at Norfolk Navy Station. Bob was fortunate in getting a lift in a plane coming to the Lakehurst Station. He was picked up at the gate there by people coming to work in the Eastern Aircraft Plant here in Trenton and dropped off at the Mayer Farm in just three hours from the time he left Norfolk.



COMMANDER FORSTER

We received a nice letter from Commander Guido F. Forster in which he says "My new address is Staff, Commander Destroyers, U. S. Atlantic Fleet, Fleet Post Office, New York, N. Y." Forster adds that he has been on his present assignment since graduating from the Naval War College and finds that he has a very busy job. "It seems we have destroyers all over the ocean, and in addition to that they are rolling out of shipyards so fast it is hard to keep track of them."

## BRIDGE BRIEFS

A. J. LICHTENBERG

Warrant Officer David R. Lawless, writing from somewhere in Alaska recounts an eagle hunt in which three officers finally downed a 30-lb. bald head eagle measuring 7 7/8" wing spread. A vicious and unafraid bird, concludes Dave, and ready for attack in spite of injuries.

BRIEFS: Genial Sam Rankin now of the Navy Dept. in for a visit and a chat about the reconditioning work being done on our vessels. . . Jack Koffler joining the grandfather group on August 2, when his daughter, Patricia, gave birth to a boy. . . Morris Goodkind just two days behind with the announcement that Lieut. and Mrs. Herbert Goodkind were the proud parents of a ten pound boy. . . R. E. Armstrong, leaving the department on September 10, with his eye on the Army. . . Ralph Davis taking a voluntary layoff to accept a position with the Inversand Sand Company at Sewell, N. J. . . George A. Hefferman losing opening round at Yardley, Pa., golf tournament. . . W. H. Spencer winning a fishing pole at Seaside for jerking in the first fish. . . Among the returning vacationists, Jack Furry, W. H. Evans, Marcel Ludasy and J. F. Evans, Jr., the latter looking more plump than ever. . . Lieut. Commander W. F. Hunter one year in the Navy this month. . . Paul Gabrenas, now Industrial Engineer for the Arm Transport Corps, reviewing and checking material lists submitted by shipbuilders. . . A happy birthday to H. R. Gabriel on the 4th; J. F. Evans, Jr., 11th; Leon A. Chatten, 15th; Wm. E. Higginson, 19th, and E. W. Koering and George Peel, 20th. . . The following field men would grace this column if only I had a wee bit of news about them. C. D. Weller, George Peel, J. J. Sheenan, C. Appleton, W. Devereux, H. Bergen, A. E. Lee, Al Herron, H. R. Gabriel, Charles Spence and J. J. Krieg.

## BACK THE ATTACK

Throughout the world Highwaymen are giving their all in the cause of Freedom. We at home are proud of the record these men are compiling and are making every effort to carry-on on the "home front."

Right now we have a golden opportunity to show these men what we think of them by buying BONDS — and MORE BONDS.

## BACK THE ATTACK



## Meet the Gang



This is the largest gang it has been our privilege to present in this series to date, and to them goes much of the credit for the beautiful roadides to be found in Monmouth and Ocean Counties. Formerly under the direction of Landscape Foreman Howard Van Ben-thuysen this crew is now working with Foreman Arthur Marshall.

Their territory, which is most extensive, covers Route 4 from Browntown to Toms River; Route 4N; Route 35 from Keyport to Lakewood; Route 36; Route 37 from Allentown to Point Pleasant; Route 38 at Belmar and Route 40 from Laurelton to the Burlington County line.

Like so many of our road crews, this gang is suffering from the loss of many men, some of who have found their way into war industries and others who are now with the Armed Forces. Despite this, the present personnel is working that much harder to maintain the trim roadides of which they are justifiably proud.

When the above picture was taken the men lined up as follows: front row: Foreman Arthur Marshall, Herbert Erlich, George Hayden and Frank Hinchman. Second row: Ernest Estelle, Bert Cottrell, Arthur Carey, Louis De Rosa, Somon Blodis, Samuel Haberstick and George Loshen. Rear row: Francis Fowler, John Kahermannes, William Resta, Charles Conover, Assistant Foreman James Butcher, Henry McNeel, Roger Winans and Milton Bennett.

Bert Cottrell, George Hayden and Ernest Estelle are the truck drivers of this crew and to say that they know the roads around the "shore" would be an understatement. William Resta operates the Worthington. In every day language this means he is an expert with a power mower. In his younger days Bill had quite a reputation as a baseball player.

The hobbies of this large group are too numerous to describe in detail since they run all the way from radio technicians to hamburger connoisseurs. Besides the former Foreman Arthur VanBen-thuysen, who is in the Coast Guard, four other member of this crew are now in the service of their country. They are: Harold Walker, Anthony Buono and Louis Percello in the Army, and Randolph LaBarre now in the Navy. LaBarre will be recalled for his ability as a poet, THE HIGHWAY having published several of his poems.

Veterans of World War I are also represented in this gang in the persons of Cottrell, Kahermannes and Resta. And lest we forget, the first two of these veterans have sons in the present conflict.

Frank Hinchman, a member of the Ten Year Club, has been with the Department longer than any of the others, but Sam Haberstick is the real veteran from the standpoint of age. At this writing Sam admits being sixty-"some." And while on the subject of ages it might be well to say that George Hayden is the youngest man in the gang, and the only one who is girl shy (according to the others.)

It would be an error to imagine these men devoting all their time to roadside improvement. Before long, pleasant autumn days will be followed by winter gales. When that time comes this crew will brave the elements night and day to do their part in keeping New Jersey's vital highways free from ice and snow. The job facing them in the next few months is all the more important this year because of the many army camps and vital war installations that have sprung up in their section of New Jersey. But as one of the gang said, "Don't worry about us, Buddy; we'll keep 'em open." And we'd hate to bet they won't.

## In the Jungles of New Guinea

PFC. JACK BOULDEN

Ed. note: Private First Class Jack Boulden of Fernwood sends this contribution from New Guinea where he has been in action for the past nine months or more.

In the jungles of New Guinea  
Where the temperature's like steam,  
Thru the stillness of a tropic night  
One hears the dingoes scream.  
Where thru the humid, dripping glades,  
The slimy lizards creep,  
While in the "comfort" of your net  
You try and catch some sleep.

In the jungles of New Guinea  
Where the Yanks and Aussies tread,  
And many a wounded comrade  
Lies on a mossy bed,  
Cared for by native tribesmen  
Who at the heavens stare,  
Knowing well that any help,  
Will surely come from there.

In the jungles of New Guinea  
Where life at best is hell,  
Where suddenly in the sky above  
The roar of motors swells,  
The Yankee 5th is on the wing,  
And eager for the go,  
With bomb bays loaded full of sting  
To make the Japs lay low.

In the jungles of New Guinea  
Yankee history being made,  
In the air and on the ground  
In every jungle glade,  
And someday history will record  
The briefest mention — just a word,  
Not of the gallant fighter planes,  
But of the Howlin' Thirty-third.

## MAINTENANCE NOTES

GENE BECKNER

Joseph Costello, Assistant Foreman under Bill Hagin up around the Newark area, was painfully injured in an auto accident while on his vacation during July. Joe suffered a fractured rib and a bruised shoulder. We are glad to report, however, that he has now returned to duty apparently as hearty and hale as ever.

In checking over sick allowance records for the recent questionnaires which we were all required to answer, we came across one record that merits attention. During the past eighteen months the Bridge Maintenance crew under Foreman John Thomson has lost only eight days' working time due to illness. This crew consists of fourteen men and the foreman and the eight days' time lost was all charged to one member of the crew who was injured while off the job, which means that thirteen men in this crew have lost no time at all due to illness or injury during the last 18 months. The fourteen men who make up this crew under Foreman Thomson's supervision are: Albert Corbely, Frank Eckert, John Bell, Harry Risley, Howard Odyke, Stanley Endicott, Lester Johnson, Mark Endicott, Grover Wilson, Reuben Adams, Russell Collins, Virgil Pierce, Edgar Loveland, and Robley Champion.

There are doubtless many individuals scattered throughout the various maintenance gangs who have equally good records, but the performance of this entire crew in regard to attendance is a most enviable one and one which other maintenance crews might well emulate. Such prudent use of their sick allowance privilege indicates that these men realize full well its value, and that they are building up an accumulation of sick allowance which will provide real and definite insurance for themselves and their dependents at any time in the future when they are stricken seriously ill and are unable to work. This crew deserves commendation for their sick absentee record and we hope it will continue into the future.

Veterans of the last war often refer to the frequency with which "bully-beef" appeared on the menu. According to word from Jack Carr, Jr., from somewhere in the South Pacific, it has been replaced in the current war by "Spam." Jack warns that if anyone serves him with that item on his return, there's going to be trouble. Mrs. Carr, take note!

George McCann and Jules Megules, stationed in Iran and India respectively, vie in reporting hot weather. George reports the thermometer reading 170° F. in the sun in his area, while Jules indicates a muggy 150° in India. Next time you notice the heat, think of these temperatures.

Homer Young, of Joe Vizzini's Institutional Road Gang, is the proud father of a baby boy born August 18th. Congratulations to you, Homer, and to Mrs. Young.

On reference to the July issue of the HIGHWAY, we noted that we failed to report the return to duty from military service of Foreman Earl Buckalew. Others who have been honorably discharged from the armed forces and have returned to their duties with the Department are Albert Hedden, of Patrolman Charles Crawn's crew; William Garrison and Leo Steffanacci, who work for Foreman Cortese; and Edwin Fenton, of Landscape Foreman John Grant's outfit.

George A. Hefferman of the Bridge Division and Chairman of the State Employee Blood Donors is anxious to obtain the names of all Highway men and women who have visited the blood band on three or more occasions.

## Request Names of Blood Donors

If you are one of these "red blooded" Americans sit down and drop George a line to that effect so that our records may be made complete.

The address is State House Annex, Trenton.

## Signman Conti Covers Extensive Territory



Working out of his Newark Garage headquarters, William Conti, of Moonachie, handles State Highway sign maintenance throughout northern New Jersey. This is quite a large order for Bill since he has lost the services of two assistants, Joseph Sferra and William Staeger, who are now in the Armed Forces.

Today Conti gets help where and when he can, mostly from Pete Lutz's crew. In spite of this handicap he manages to keep the signs entrusted to his care in tiptop shape.

In the above photo Bill is standing by his truck which incidentally is spotless, while his helper, Michael Spina, at the time, stands beside him.

## ELECTRICAL FLASHES

Reg Bowen

When opening the vertical lift span over the Passaic River, it is necessary to release four massive emergency brakes. Ordinarily this is done electrically. It sometimes happens, however, that the automatic releases fail and when this occurs, generally in cold weather, it becomes necessary for a man to go up into the towers and endeavor to release the brakes by hand. This operation requires a strong and agile man, for not only is the release lever extremely heavy but once it has been lifted, a "hold catch" must be pushed into place with either, or both feet.

It was to surmount this difficulty that Russell Henry, Drawbridge Mechanic, conceived the idea of using an ordinary automobile hydraulic bumper jack as an emergency brake release. By clever adjustment, this rather commonplace tool has successfully fulfilled its requirements on the Passaic River Bridge since the latter part of 1942.

This is but another example of employee ingenuity overcoming a perplexing problem. Incidentally, Russell Henry is back on the job in the Northern Division after undergoing an appendectomy operation.

Oscar J. Sampson, Bridge Tender of the Hackensack River Bridge, Little Ferry, on Route 6, although not a professional strong man himself, has informed us that his son, Oscar C., accomplished many fetes of strength prior to receiving his wings and 2nd Lieutenant's commission in the Air Corps.

Staff Sergeant Frank Wood, former draftsman out at the Fernwood office, informs us that he is now stationed in New Guinea on a jungle island. He writes "we have a couple of camps of natives in our midst but they are civilized and not head hunters now. The only thing they seem to hunt are clothes lines full of clothes. They seem to delight in that and we have to watch them a little close. Do not let anyone tell you about the Jersey skeeters. They all followed me over here."

Former foreman of signal and lighting, Sergeant Abbott Hudson is now in England and apparently enjoying it very much. He refers to the countryside there as being much like the Delaware Valley.

2nd Lieutenant Joe Mahan at present with the Student Training Detachment Unit is now stationed in Smyrna, Tennessee, where he is assigned to the heavy engine bomber planes. Prior to entering the service, Joe was a Sr. Clerk Ste-nographer in the Trenton office.

H. D. (Tate) Cramer, Mullica River Bridge attendant, has conducted a successful crossing of cucumbers with watermelons having all the good qualities of cucumbers and retaining the size of watermelons.

Dorothy Woods of our Trenton office will henceforth be known as Dorothy Hudak as a result of her marriage to Corporal E. J. Hudak of Windber, Penna., on August 17. Dorothy informs us that her husband is now stationed at Camp Edwards, Mass., with the Air Corps (Medical Detachment). Need we say that best wishes for every happiness are Dorothy's?

Isadore Friedman sends word that he is now in the Navy as an Apprentice Seaman. He has not been assigned at this writing.

## Administration Division

(Continued from Page 3)

Walker, Yeoman 3rd Class, formerly of the Paymasters Department, stopped by for a chat . . . Frank Lacomchick, Tabulating Department, now with Uncle Sam, was another recent visitor. We hear Frank is about to join the Benedicts . . . Tom Harcar is another soldier reported engaged—sorry, unable to learn the names of the lucky girls . . . Marion O'Hara of Gene Palmer's office is back from a stay at Point Pleasant and Atlantic City . . . As we go to press we learn that Leah Matthews of Mr. Grover's Department was married while on vacation to a soldier, Pvt. Fred Jaekel, at Buffalo. Best wishes! . . . The girls of the Tabulating Department surprised Margaret Leuchters on the occasion of her 21st birthday with a birthday cake and watermelon cut—Helen Disbrow and Evelyn Mailey were hostesses.

The Victory Garden of Mr. William Jantz, of Mr. Wildblood's Purchasing Department, has been judged the best garden entered in the R.K.O. Theaters Victory Garden Contest. Bill planted a plot 40x60 feet and raised and preserved enough food to supply the family next winter. Besides the satisfaction of a full larder, Mr. and Mrs. Jantz are richer by a Hundred Dollar Defense Bond, first prize in the contest. Really a bumper year and well worth the many hours of hard labor. Most of you will recall Mr. Jantz as the fellow who asked the questions while Frank Gephart photographed you for the Highway Identification Badge.